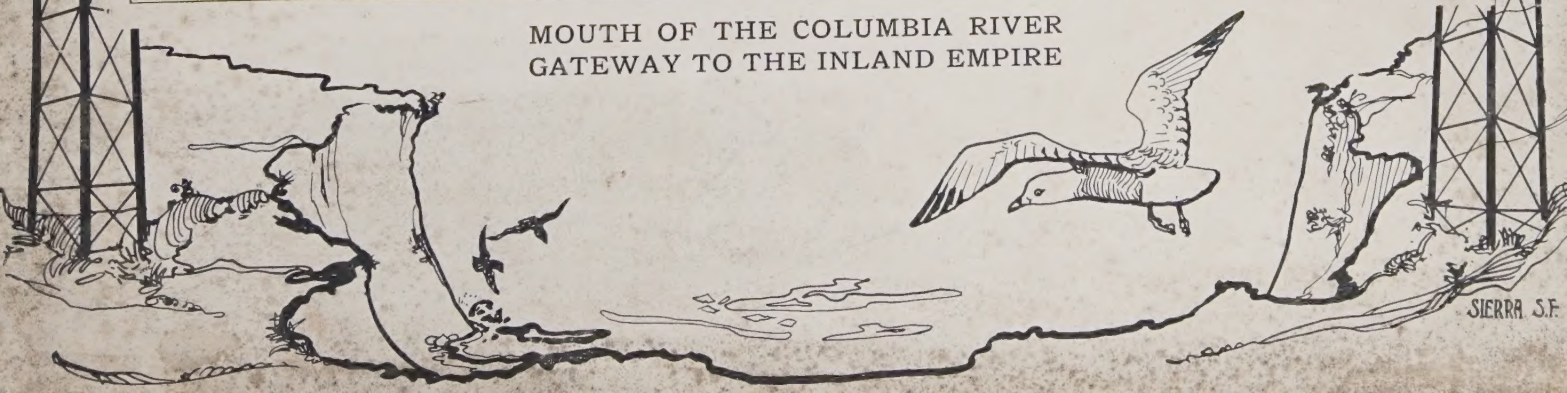


Ocean Wireless News

10¢
The Copy



MOUTH OF THE COLUMBIA RIVER
GATEWAY TO THE INLAND EMPIRE



THE CLIFT HOTEL

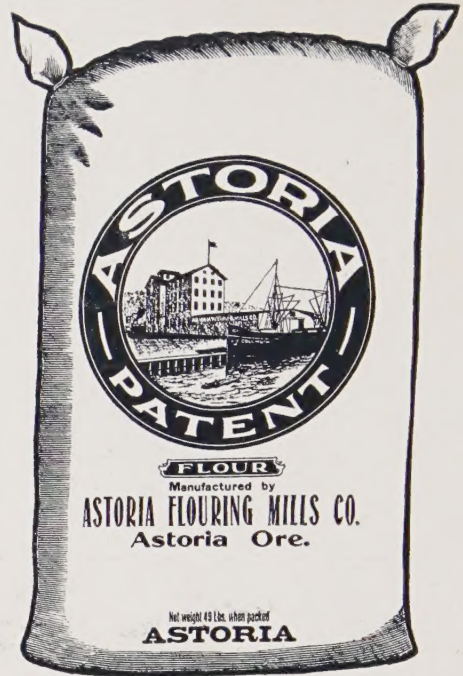


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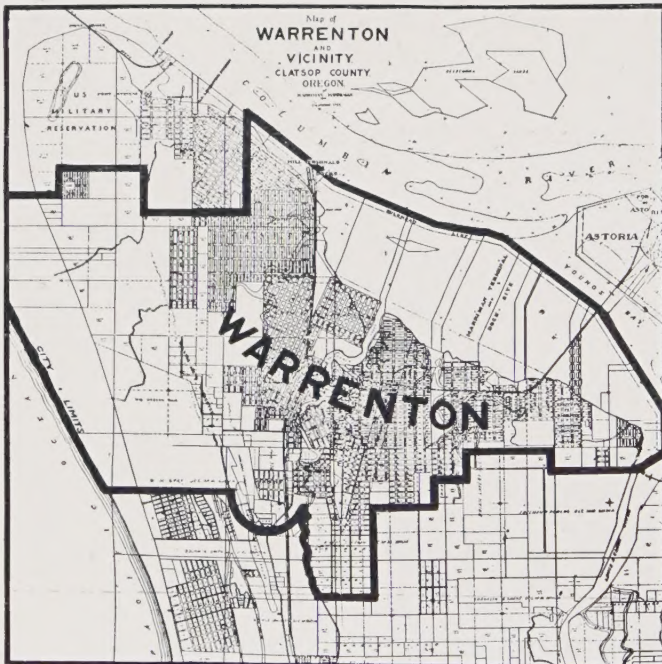
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NOTICE—Take advantage of Stopover Privileges allowed on Through Tickets and investigate ASTORIA. The investment opportunities of the District adjacent to the Mouth of the Columbia River are manifold. Call or write us for data concerning same.

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Management---JAMES WOODS

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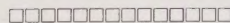
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Clatsop County, Oregon, Showing Relative Position to Columbia Harbor

OCEAN WIRELESS NEWS

VOLUME X

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NUMBER 9

ASTORIA



"Ea spectat occasum solis." So runs the Legend on the great Seal of the City of Astoria—"She Beholds," it says, "the Setting Sun," and truly it would be difficult to find a more appropriate phrase to aptly describe Astoria's position on the extreme Western Coast of the United States. Who

river in a ship's boat for seven days, escorted by Indian warriors in rude dug-outs. Near the Cascades Captain Broughton of the "Chatham" formally took possession of all the region for England, despite the fact of the American's prior discovery. A deep bay opposite the present city of Astoria was named after the "Columbia's" gallant Captain, and still bears the name of Gray's Bay. In 1804 under Government direction, Captains Merriweather, Lewis and William Clarke started for this territory on a voyage of exploration and investigation. From St. Louis these daring pioneers followed the Mississippi to its source,

the author of the legend was no one seems to now recall, but the words have stood there since the founding of Astoria as a Municipality in 1865 or seventy-three years after Captain Robert Gray discovered the Mighty Columbia, the river of mystery in 1792, in the trading vessel Columbia. On April 27th, Vancouver, the great English navigator, passed the mouth of the Columbia driven by a gale too far off shore to discern the opening of the river. A few days later the Columbia was sighted and visitors from Vancouver's vessel, the "Discovery," brought back the fact that the American had been off the mouth of the river south of the straits at $46^{\circ} 10'$, where the tide prevented entrance for nine days. "The river mentioned by Gray," says Vancouver, "should be south of Cape Disappointment." In October the "Chatham" of Vancouver's fleet anchored inside the bar and her captain, Broughton, exploited the



crossed the Rockies to the headwaters of the Snake River, and with Mount Hood as a guide journeyed along the banks of this river to its junction with the Columbia, whose mighty stream they followed to its



Panorama of Astoria.

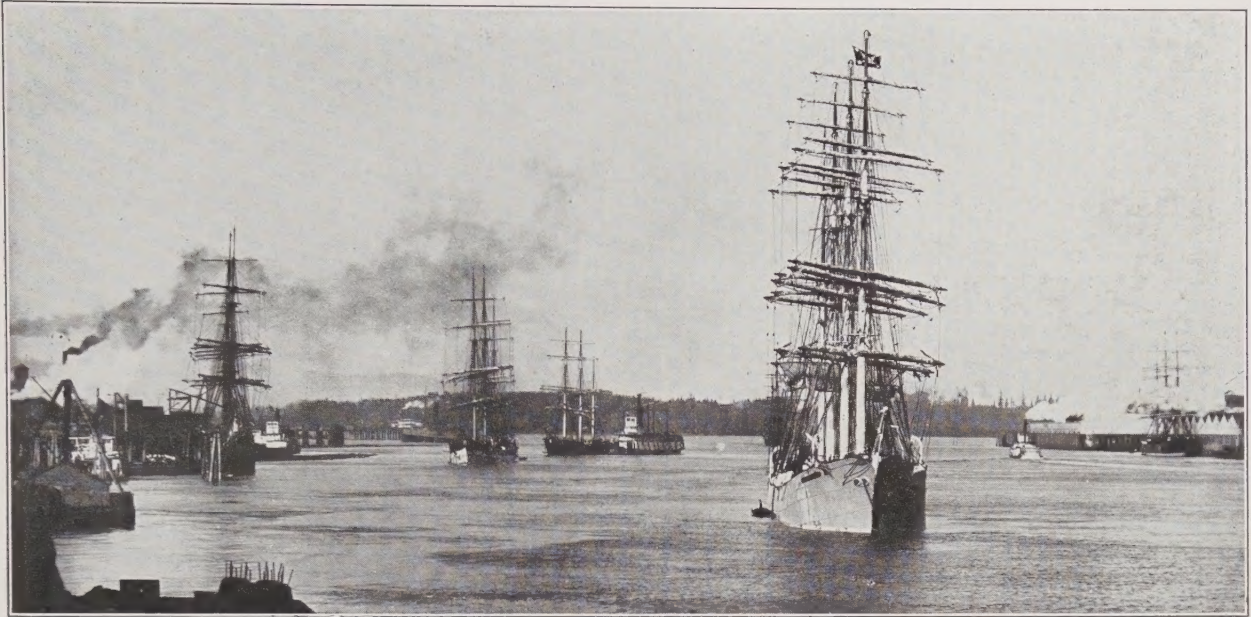
mouth, where on November 15, 1805, they camped on the northern bank; crossing later they went into winter quarters just south of Astoria, four miles on a small tributary of the Columbia which is at present known as the Lewis and Clarke River. In 1806 they returned to St. Louis after two years and a half of adventure and hardship, turning the eyes of the world to the newly explored region by their tales of its wonders and possibilities.

One of the first to see the opportunities of the Co-

lumbia River country was John Jacob Astor of New York, after whom Astoria is named. Hoping to control the resources of this new territory Mr. Astor, in 1810, organized the Pacific Fur Company and despatched a ship called the "Tonquin," outstripping the expeditions of other companies, reached the mouth of the Columbia March 22, 1811, making the first settlement on that coast and hoisting the stars and stripes for the first time on these shores. This was the foundation of the city of Astoria. Located as



Clatsop County beaches surpass any others in the world.



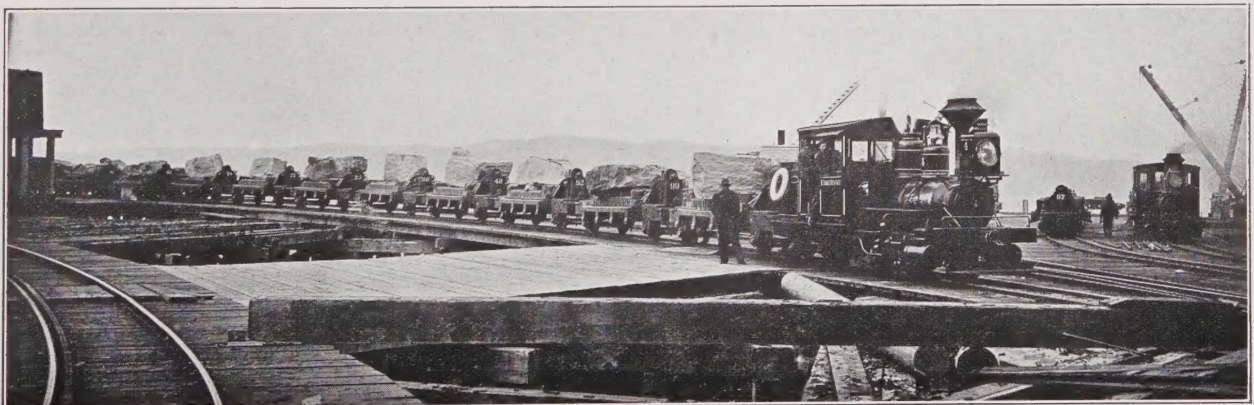
Portion of Astoria Harbor.

it is on the south bank of the Columbia River near its mouth, it stands sentinel over the greatest fresh water harbor in the world and the only one of its kind on the Pacific Coast.

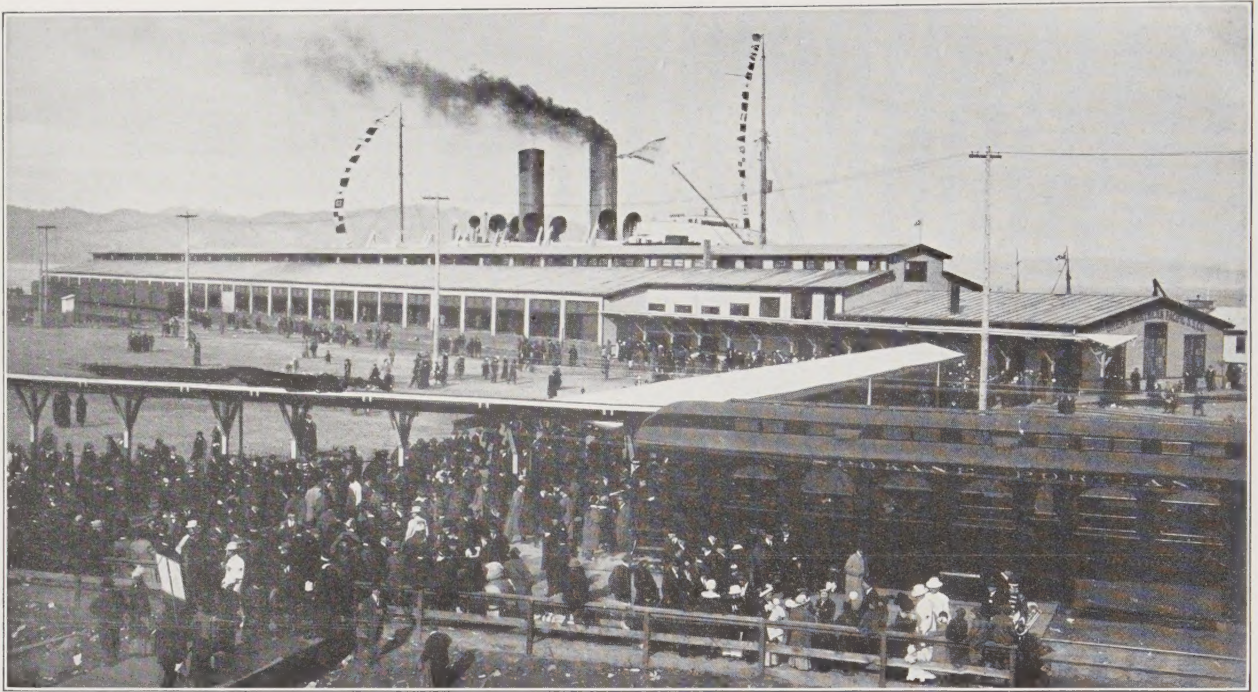
To found Astoria, John Jacob Astor raised four hundred thousand dollars. To put his rails from the wheat belt to Astoria over the Columbia water grade, James J. Hill spent over sixty million dollars. The Astor expenditure was probably the larger, according to its time, and it required the most extraordinary spirit, for it was taking a very long chance; and J. J.

Hill has accomplished that which Harriman would have duplicated, and even Huntington before him recognized as the logical thing to do, and had the latter of these men lived, it is probable the road would have been in long before it was. But, however that may be, the greatest American empire builder has spent sixty million dollars to bring his road to that spot where a century before the old trader had ordered the main station of his company to be established at tremendous risk and expense.

And while many changes have taken place in that



Jetty material, rocks weighing twelve tons each.



Flavel-Warrenton Terminal of Hill System at Astoria

century, the reason that impelled these two big Americans to steer for the same goal was identical. That reason was gravity, just the law of gravity.

John Jacob Astor stopped in New York town instead of establishing his post up the Hudson at Albany, because he believed it was better business to let the Indians bring their furs down to him than to maintain boats of his own. This principle had worked out so well that when Astor saw the sketches of the Columbia River that the Lewis and Clarke expedition brought back, he determined to establish a large post at the mouth of the Columbia and let gravity bring the riches of the great valley to him.

And James J. Hill, giving a free hand to his great genius for carrying modern civilization behind the frontiersman, and throwing open great areas of virgin land with his railroads, recognized that the whole mighty inland empire from the Bitter Root Mountains to the sea converged down at the mouth of the Columbia River. And many years ago he announced that the most economic shipping point on the Pacific Coast from the wheat belt was Astoria.

CLIMATE.

Among all the climates of the globe from the Arctic to the Equatorial regions there is nothing more glo-

riously perfect, although the latitude is the same as Dakota and Nova Scotia. Flowers bloom in the open air all the year around. Snow is so infrequent as to be a curiosity. Trees and grasses are as green as emeralds in December and January. The Japan current along the coast makes the climate equable. The scenery is incomparable. Mountain and valley, ocean



and majestic rivers, gem-like islands, with boundless forests make up a picture never to be forgotten. Clatsop County beaches surpass any others in the world. From the mouth of the Columbia River south, the visitor finds miles on miles of golden

sands beneath blue skies, unequaled anywhere in this world—a paradise for the vacationist and the delight of the autoist. The beauty of this magnificent beach is magnified a thousand-fold by majestic mountains which come down to the water's edge where they break into rugged crags, clothed by stately evergreens, the fragrance of which mingled with the salt air produces aroma of life-giving qualities. A haven of health and a picture of transcendent beauty.

COMMERCIAL ADVANTAGES.

From a commercial and manufacturing point of view this city's location is ideal, as here the different modes of transportation converge.

The meeting of river, rail and ocean is magnified a hundred-fold when it is understood that at this point only, on the Pacific Coast, the traffic to and from the interior is carried over absolute water grade routes. A glance at any map of the North American continent will suffice to point out to the observer the fact that the mountain range extending from far up

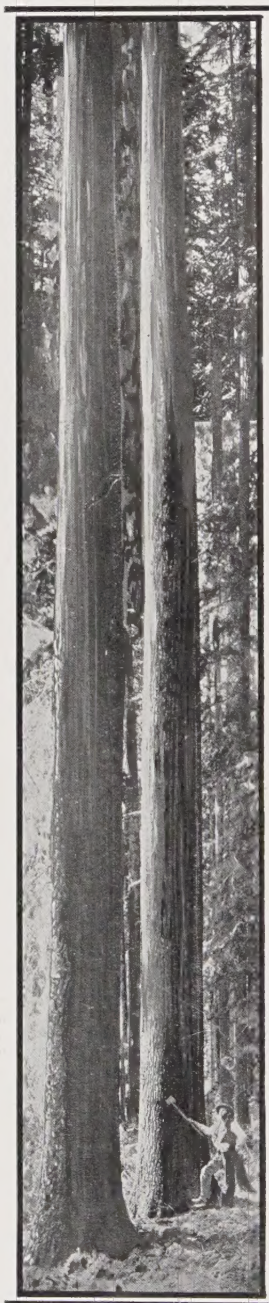
in British Columbia to Mexico is broken at but one point, and that is where the Columbia River passes through it on its way to the ocean at Astoria. This is the only natural outlet for the vast tonnage of the inland empire and consequently the natural inlet for a vast import business. The combination of these wonderful natural conditions is forcing Astoria to the front. The people have awakened and its progress towards a great city is rapid.

The examination of a chart of the Pacific Coast will show that on the coast line between San Francisco and the Straits of Juan de Fuca, leading to Puget Sound, the only harbor for deep draft vessels is at the mouth of the Columbia River. It lies directly in the track of all coast shipping, north and south, and is an available harbor of refuge for this shipping and other vessels seeking a port. The Columbia River is important, not only on account of the growing industrial and commercial interests of the Pacific Coast, but also for its strategic position, and consequent important, from a

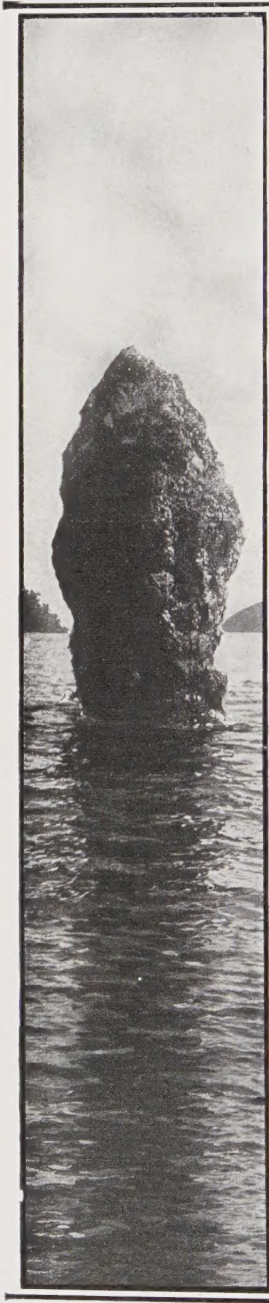
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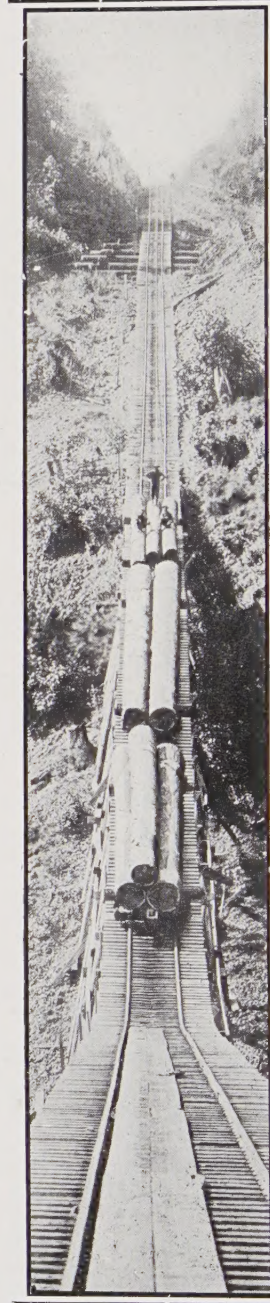
Port of Astoria Docks, Astoria



Standing Fir, Clatsop County.



Pillar Rock, Columbia River.



Logging Incline, near Astoria.

GATEWAY TO THE INLAND EMPIRE

NOTE

The Ideal Location of ASTORIA and WARRENTON on the World's LARGEST and BEST FRESH WATER HARBOR, at the Mouth of the COLUMBIA RIVER,

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The Columbia Basin

Events of the last two or three years in the way of improvements for rivers and harbors convince the ablest students of commercial and industrial affairs, that the Columbia Basin has come to its own and that a new era has been opened in this territory. In the beginning, omnipotent nature placed three stupendous obstacles in the path of water borne commerce in this region, but man, indomitable, proved equal to the task and has succeeded in forcing the time locks on the three doors so zealously placed by nature eons ago.

The key to the outer door of the situation has been the entrance to the Columbia River. This year the expenditure of the Federal Government on improvement work at the entrance of the river will pass the \$15,000,000 mark. Already the depth of water available at the mouth of the river for steamships is 35 feet at mean lower low level, and the current year, through dredging and a concentrated scour of currents produced by the enormous jetty construction, the depth is assured by the engineers to reach at least 40 feet at mean lower low level, or 47.5 feet at average tide.

The second door opened has been in the form of river improvement between Astoria and Portland, a distance of 120 miles, admitting the commerce of the world to a region immensely rich in natural resources. After the City of Portland in the course of many years had expended about \$6,000,000 in making a channel from the sea to this city and improving the harbor of that city, the Federal Government has taken up the work, and in conjunction with the Port of Portland the current year has attained a uniform depth of 30 feet at zero stage in the river, with a width of channel warranting the free

and safe movement of vessels with the greatest possible despatch.

The third door opened for the world's water-borne commerce in reaching the heart of the Pacific Northwest swung wide in May of 1915 with the completion of the Celilo Canal at an aggregate cost of \$4,800,000. This canal gives river transportation to the heart of the Inland Empire, a territory that produces about 63,000,000 bushels of wheat a year and is rich in all cereal, fruit, livestock and agricultural possibilities. This improved river transportation, paralleled by a splendid railway line connecting these rich producing centers with tidewater on a water-level haul where the majority of the track has a maximum of 2/10 of one per cent. grade, is taken by local students of commercial and industrial conditions as a most important factor in reference to the future control of the line of movement of commerce.

A logical argument and one that cannot be refuted is that a line of transportation, laid out on a water-level route, had a most emphatic advantage over a line of transportation that had to surmount mountains. It was clear to the hardy pioneers of the past, as it is clear to the engineers of to-day, that the water-level route had economies that were not possible in the mountain hauls. These founders of the first commercial center of the Pacific Northwest believed that the powers of nature would be sufficient to overcome artificial conditions that might be established by man in the long struggle for permanent conditions. The power of gravity that enables one locomotive to haul from 65 to 100 loaded cars

(Continued on Page 16.)

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PANORAMA OF SAN FRANCISCO AND BAY

NEWS RECEIVED DIRECT BY MARCONI WIRELESS.

BASE BALL SCORES.

PACIFIC COAST:-

San Fran-----5.	Vernon-----4	Salt Lake-----9
Portland-----4.	Oakland-----3	Los Angeles-----3

Nationals:-

New York-----6	Brooklyn-----5	Philadelphia-----7.
Pittsburg-----4	Cincinnati-----0	St Louis-----4.

AMERICANS:-

Chicago-----2	Washington-----2	Detroit-----3.
New York-----1	St Louis-----1	Philadelphia-----2.

LONDON POPULATION DECREASES.

LONDON:-London population falls to low mark since war. Civilian population drops to a figure lower than reported in nineteen fourteen.

S.S.Congress, Seattle for San Francisco 160 miles So. Umatilla 8 Am.
S.S.President, San Fran for Seattle, 302 miles North San Fran 8 Am.

A CASEMENT APPEAL

LONDON:- Shaw holds Casement's death unfair. Noted writer declares execution will greatly embitter Irish feeling toward the English. Appeal is to be heard by five judges next week. English seem indifferent regarding Casement's execution.

LONDON:- A motion to instruct jury to return verdict of not guilty is denied as result of new evidence in Casement case. Irish very bitter.

RUSSIANS REPULSED.

CONSTANTINOPLE:- Russian troops in Caucasus have made vain efforts to regain positions captured by the Turks and were repulsed with severe losses.

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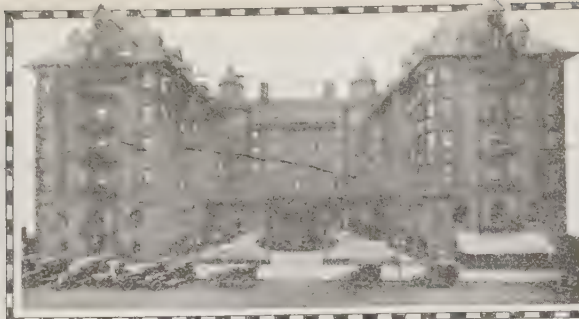
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PRESS VIA SAN FRANCISCO ----- JULY 9, 1916.

RUSSIANS MAKE MORE GAINS.

PETROGRAD:-- Russian war officially announced successes against the Turks in the Thoruck River Region, Northwest of Erzerum, Armenia. The repulse to Turkish troops in the Trebizond Region was also made.

FEW MORE FRENCH GAINS.

PARIS:-- The French took nearly five hundred prisoners in a surprise attack near Belloy and Santerre after a successful counter attack. The French routed the German trench diggers at Damloup by a clever rouse. A German post close to Bezange was destroyed with grenades.

THREE SHIPS STILL MISSING

New Orleans:-- Up to midnight there were still three "River boats" missing carrying nearly a total of ninety persons. The old Stmr. Pensacola is safe in the harbor with out suffering any loss of life or any material damage as feared at first.

TEUTONS SLASHED IN RUSSIAN DRIVE.

PETROGRAD:-- Russians are driving their troops against two important railway centers in Galicia. Austrians are retreating everywhere and are completely demoralized. Russians are within fifteen miles of Baranivichi ten miles North of the Pripyet Marshes.

Delaytn is surrounded on three sides and Russians are rapidly cutting off the eastern side of retreat across the Carpathian Mountains.

CARRANZA & VILLA FIGHTING.

EL PASO, TEX:-- Villa Bandits who resided Jiminez in Chihuahua several days ago were put to flight by Carranza's troops after a running fight lasting several hours. Number of casualties on each side not reported. Unofficial reports received very meager.



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#10.

S.S. PRESIDENT: SAN FRANCISCO FOR SEATTLE-VOY 210.
JULY 9, 1916.

Geo H. Zeh, Commander.

J.E. De Met, Chief Eng. G.A. Curtis, Purser, C. Borg, First Officer,
H.C. Craig, FREIGHT CLERKS, U.H. Wallace.

J. Hamsbaw, Chief Steward, C. Proctor, Second Steward.

Roy E. Prichett, News Agent.

W.J. Erich, Editor, RADIO OPERATORS, J.S. Knowles.

WEATHER AS SENT OUT BY U.S. GOV'T WIRELESS STATIONS

PARALANES 8 Pm. Sky clear, Wind West 2 miles, Temperature 65,
barometer 30.06, Sea smooth.

POINT AREGUELLO, 8 Pm, Calm, Temperature 58, foggy, Barometer 30.06
Sea smooth.

EUREKA 8 Pm, Clear, Wind West six miles, Temperature 60, Barometer
29.90, Sea Rough.

CAPE BLANCO 8 Pm. Cloudy, Wind South ten miles. Temp 59, Barometer
29.86, Sea smooth.

NORTH HEAD, WASH; Cloudy, Wind South West three miles, temperature 68,
Barometer 29.90 Sea smooth. Bar smooth.

SHIPS WE ARE DUE TO PASS OR HAVE PASSED.

8 Pm. S.S. Great Northern, San Francisco to Flavel, 8 MI North Blunts
Reef Light Ship.

8 Pm. S.S. Northern Pacific, Flavel to San Francisco 128 miles South
of Columbia River.

8 Pm. S.S. Breakwater, Eureka to San Francisco 152 MI North San Fran.

8 Pm. S.S. Drake, El Segundo to Seattle, 180 miles North San Fran.

S.S. PRESIDENT, San Fran to Seattle, 117 MI North of San Francisco 8 Pm.



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Riding in the world.

Stock quotations furnished by BYRNE & McDONNELL, 242 Montgomery Street, San Francisco. Members—New York Stock Exchange, Chicago Board of Trade, San Francisco Stock and Bond Exchange

SENATE CAUCUS RESULTS IN AGREEMENT.

WASHINGTON:— Democrats end strife on ship bill. Senate caucus results in agreement to press merchant marine measure to vote this session.

RELATIONS WITH MEXICO RESUMED.

DOUGLAS, ARIZ:— Several car-loads of provisions are taken across the international border to day for Mexican civilians by a local Copper Company for Mexicans who are working in the Company's mine seventy five miles South of here. First step toward resumption of business between Arizona and Sonora made.

INFANTILE PARALYSIS BECOMES SERIOUS.

SAN FRANCISCO:— Embargo is put on travelers from East. Four year old girl coming from New York who arrived in this city to-day is stricken with infantile paralysis. State health Board rules that all arrivals from Eastern districts must show certificate of health before coming into State.

NEW YORK:— Health Service Co)operation with San Francisco and State authorities is planned. Strict ruling are out-lined to suppress the dreaded plague to infants. Epidemic to be fought by isolation and search for carriers.

RUSSIAN HAMMERING CONTINUES.

LONDON:— Resistance weakens before tremendous sledge hammer blows of Russians in Galicia. Austrians in serious plight. Teutons retreating every where.

NEW BLOCADÉ LAWS REVAMPED.

LONDON:— Blocade laws are revamped by law of nations and are to be observed says England as she abandons Declaration of London.

AFTERNOON EDITION WILL CONTAIN COMPLETE PASSENGER LIST. OUT AT FIVE PM. FOR SALE ONLY AT NEWS STAND.



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LAKE TAHOE, CALIFORNIA

"The Lake of the Sky"

By REV. DAVID M. STEELE, D. D.

*(Rector of the Church of St. Luke
and the Epiphany, Philadelphia)*

I HAD never heard of Lake Tahoe until Fate picked me up and literally led me to it. I was amazed, as are all other tourists, to find a region of such varied charm so easily accessible from a transcontinental trunk line, yet so little known by travelers from the far East. It is fifteen miles from one of the mountain stations on the main line of the Southern Pacific Railway, central route, two hundred miles inland from San Francisco. Here is not thing alone, but a whole coterie of things delectable—water, mountains, rivers, lakes, forests and climate.

This huge chest of nature's Art Treasures is as awesome as Niagara, as interesting as Yellowstone, as different from other places as Yosemite, and its beauties are those of the Thousand Islands or as the Muskoka Lakes. The country about the Lake is of the wildest kind, as far, so it seems, as the distance the sun travels over, and the name itself, appropriately chosen, is old Indian for Great. People plan the stop off for a day and they stay for a week or a month. Nor are the reasons far to seek. They may be summarized in four words, viz: climate, topography, healthfulness and all-round restfulness.

High Mountains above and wide water below, the snow covered hills for a frame and the lake for a picture; these two features predominate. Then come all the details. The height of the mountains is irregular, but they stand a perfect circle of fine scenery. The depth of the water varies from a few feet to over 2000 feet, which together with the peculiarly variable bottom of the Lake, produces marvelous color effects. The Lake bottom, on a clear, wind-quiet day can be clearly seen, except in the lowest depths. Here and there are patches of fairly level area, covered either with rocky boulders, moss covered rocks or vari-colored sands. Then, suddenly the eye falls upon a ledge, on the yonder side of which the water suddenly becomes deep blue. That ledge may denote a submarine precipice, a hundred, five hundred, a thousand feet deep.

WONDERFUL BEAUTY.

These colors and this beauty are nothing else than words from Nature's gospel. Is it not wonderful, the way in which something unspeakable and unexplainable covers the chasms and wounds of the earth with splendor? Is it not what the name of the lovely Lake, Winnepesaukee indicates: "The Smile of the Great Spirit"? It is noteworthy that the color is connected with purity.

The green ring of this Lake is so brilliant, the blue enclosed by it is so deep and so tender, because there is no foulness in the water. The edge of the waves all

along the beach is clean. The granite sand, too, often dotted with smooth-washed jaspers and garnets and opaline quartz, is especially bright and spotless.

Then this water would not wear such glory to the eye over its awful abysses nor would such mountains as those crown and complete the loveliness of such a Lake as this.

The Lake itself is rightly called the Lake of the Sky, since it is the largest lake at its altitude—twenty-three miles long by thirteen broad, 6225 feet above the level of the sea—with but one exception in the world. It covers about one hundred and ninety square miles and its water shed is about five hundred square miles. The boundary line between Nevada and California strikes it on the northern border, at the one hundred and twentieth meridian, a point at that spot being called the State Line Point.

It is easy to fall into superlatives; but the sight disclosed at the end of that morning hour was nothing short of superfine. Above the Lake there was the clearest sky; around it breathed the purest air; framing it stood the sharpest peaks, perpetually snow crowned; while the water itself had the hue of indigo, except where the shale beaches gave to it chromo tints of every color of the rainbow. Best of all, the whole place had an atmosphere of calm repose and restfulness. Perhaps it is the confidence it has in its own high superiority that it imparts to travelers and makes them feel at peace.

NO WIND OR FROST.

In the whole region, the days and nights of summer are free from both wind and frost. The sun so tempers the air that every hour is an exhilaration. Is this because or in spite of the fact that near at hand you are embowered in forest and that in sight of all about you are those snow-clad ranges? These forests of trees have a charm in themselves; pines, firs, spruces, hemlocks, cedars, junipers and tamaracks. The native populace were Washoe Indians and these are the only habitants that brave the winters. Others clear the way early for King Cold. And an early setting in it is, they say, of his long reign.

But this summer climate certainly is as near perfection as is conceivable. The days of sunshine, clear and bright, are crowned with soft, beautiful sunsets, while the nights are cool and sleep-inducing. This is a place where woodland and mountain breezes cool and purify the air to such a degree that it has a subtle charm. Here is a place where the scenery is beautiful and romantic, where nature is at its best, nature glorified, nature almost deified.

CAMP CURRY YOSEMITE VALLEY CALIFORNIA

HAS entertained 50,000 guests in the past seventeen seasons, beginning with 290 the first season, 1899, and having 11,715 in 1915. The capacity is now 1,000 guests. Camp Curry was the first public camp in the Yosemite field and is responsible for bringing Yosemite rates to a price within the reach of all. It has always been personally managed by its owners, Mr. and Mrs. Curry, who have had 25 years' successful experience in Yellowstone Park and Yosemite in the camping business. Nothing is left undone that should be done in hospitality toward guests.

A fine orchestra furnishes music for evening entertainments and dancing. The evening camp-fire has furnished many an impromptu entertainment of merit, while speakers, musicians, actors and readers of note often furnish the entertainment. The help are people of intelligence, capacity and refinement. They are chosen largely from university and other school circles.

CAMP CURRY MEALS ARE FAMOUS

EQUIPMENT—Electric Lighted—Tents of various sizes, Board Floors covered with burlap carpets—the only Steam Laundry in the Yosemite Valley—Barber Shop—Baths—Cigar Stand—Studio—News Stand—Swimming Tank.

ENTERTAINMENT—Has the Largest and Jolliest Campfire, Auditorium—Having largest Hardwood Dancing Floor in Yosemite—two Pianos—Candy Kitchen—Soda Fountain—Orchestra. Guests are invited to bring Musical Instruments.

RATES—Daily, \$2.50; Per Week, \$15.00; Per Month, \$60.00.

SAN FRANCISCO OFFICE: 687 MARKET STREET



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Hottest curative springs in the world and only natural Di-Sodium Arsenate steam caves known. Altitude 2000 feet. One of the most magnificently situated resorts in all America. Mud baths radio-active. Countless ailments relieved. Rest and regain health the delightful way by spending a while at Arrowhead. Every modern hotel accommodation. American plan. Home grown table products. Four transportation lines and concrete auto boulevards direct from Los Angeles, 60 miles away. Big open air plunge. Miles of beautiful mountain trails.

Write for descriptive literature and rates.

Address Arrowhead, California.

A man who frequently takes ocean voyages told a story of Thackeray's first visit to the United States. The author was served with a portion of large American oysters, upon which he gazed with some dismay.

"What shall I do with them?" he inquired.

"Swallow them," suggested his hostess.

The author ate one.

"How do you feel now?" asked the lady.

"I feel," said Thackeray very thoughtfully, "as if I had swallowed a baby."

There was an old fisherman at Barnegat whose infant daughter—his eleventh—died. When his rector called to console him, he found the old man seated before the kitchen stove with an empty clay pipe between his teeth, gazing thoughtfully at the embers in the grate.

"It was a sad loss, John," suggested the good man.

"Yes," replied the fisherman, "and an awful expense."

Shortly after the death of one of England's great poets, an American traveler visited the little village where the poet had lived and died. The stranger entered into conversation with an old man, a native of the place, remarking sadly on the death of the poet.

"Aye, aye," answered the man, consolingly. "Still, I mak' no doot but that the wife'll carry on the beesness."

A society for disseminating religious literature once sent a bundle of tracts to a steamship line manager to place in the waiting room, with the title: "A Route to New Jerusalem." He returned them with the message:

"We can not place the tracts, as New Jerusalem is not our port of call."

"What is your dog's pedigree?" asked a fellow-traveler.

"He hasn't any," replied Mr. Growcher. "That's why I keep him around. I'm shy on distinguished ancestry myself, and I enjoy having a creature at hand whom I can contemplate with supercilious superiority."

The captain of an old fashioned wind jammer shouted furiously for his cabin boy.

"What do you mean," he stormed, "by serving me up such stuff as that?"

"Sorry, sir," explained the boy, "but nobody for'ard would eat it."

"Tommy," said the Sunday school teacher, who had been giving a lesson on the baptismal covenant to a group of children on board, "can you tell me the two things necessary to baptism?"

"Yes'm," said Tommy, "water and a baby."

"Bet you I can run around the deck in five minutes—who's got a stop watch?"

"Don't need a stop watch—who's got a calendar?"

For several days a passenger had taken no solid food—nothing but beef tea. At length the doctor told him that the next day he could have a light meal, and the patient, greatly rejoicing, conjured up visions of underdone beefsteak, potatoes, and cheese. What he was given for his first meal, however, was about a tablespoonful of tapioca. He swallowed it, growling and grumbling.

"That's all the dinner you can have," the steward said, "and the doctor orders that everything else must be in the same proportion."

The patient pushed away the plate.

"Well, I'll do some reading now," he said. "Bring me a postage stamp."

Two middle-aged women from Europe on the sun deck were talking of the war, and the means they would adopt to earn a living should married men be forced to join the army.

"Well," said one, "if the worst should come I can keep the wolf from the door by singing."

"You can, Marie," said the other matron, very earnestly; "that is, if the wolf has a correct ear for music."

A passenger hailed an ancient mariner who was industriously polishing up some deck brasswork.

"Where's the old captain?" he asked. "I haven't seen him this voyage."

"Well, sir," replied the seaman cautiously, "I couldn't just say where he is—but he's dead."

THE COLUMBIA BASIN.

(Continued from Page 10.)

up or down the Columbia River as against 10 loaded cars to the locomotive for the difficult mountain sections of the railway lines, was the greatest asset in the local situation as foreseen by the pioneers.

That this conception was not erroneous has been proven by many facts. To-day the territory that may be served at a lower railroad rate than from any other tidewater point of the Pacific through the Columbia gateway is about 154,000 square miles, embracing all of the State of Oregon, a portion of Southern and Southwestern Washington, and all of Southern Idaho. The territory that may be served from a tidewater point on Puget Sound at a lower rate than from the Columbia Basin is but about 35,000 square miles, including all of the Puget Sound Basin, Washington as far south as Chehalis, and a limited part of the State of Washington on the eastern slope of the Cascade Mountains down to the Columbia River. The territory that is served by an equal rate from both Puget Sound and the Columbia Basin aggregates about 70,000 square miles and embraces most of Eastern Washington, all of Northern Idaho and Western Montana.

These figures as to respective trade territories prove

that the original decree of Nature as to the advantages of a city at the mouth of a river are supreme and, despite the fact that the through or trunk lines of the railways serving northwestern tidewater points have given for years their main strength to the development of Puget Sound business, the inherent strength and influence of the river is sufficient to overcome most of this artificial effort.

Perhaps the greatest single industrial asset that has ever been given to a Pacific Coast territory is commercial timber. In the Columbia Basin exclusive trade territory is found above 500,000,000,000 feet of commercial softwoods that will represent an actual outlay of probably \$10 per thousand when it is manufactured into rough lumber and ready for the markets of the world. According to the Government and private figures of the stand of timber in the Puget Sound trade territory, there is about 235,000,000,000 feet, and in the competitive territory, where equal rates prevail between the Columbia Basin and Puget Sound, the stand of commercial timber runs about 155,000,000,000 feet.

The products from this timber in the form of all grades of lumber, furniture, pulp, paper, etc., constitutes a preponderating portion of the total industrial payroll of the Northwest. The Columbia Basin's territory could manufacture from four to five billion feet of lumber

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ASTORIA, OREGON

production is grown within fifty miles of the navigable portions of the Columbia and Snake Rivers. If navigable rivers in the future exercise a greater influence upon the movement of wheat and flour from producing point to tidewater than in the past, it seems certain that the percentage shipped to Astoria and Portland must grow rapidly. The time is not far away when from 50% to 75% of the movement of wheat and flour from the Pacific Northwest will be made through the Columbia Basin. The manufacture of flour for the export and domestic trade, of course, is very largely controlled by the advantages of delivering either the wheat or flour to tidewater.

In the past local interests concede that the heaviest development of the flour manufacturing industry of the Northwest has been on Puget Sound, but it is argued that this development there was absolutely made by the fact that a fixed and regular offshore steamship service was to be had from that point. In view of the latest

(Continued on Page 21.)



Cannon Beach, Near Astoria



The Great Columbia River Jetty, extending $7\frac{1}{2}$ miles into the ocean.

ASTORIA.

(Continued from Page 7.)

military and naval point of view, as a base of operations communicating with the interior by several great railroad systems.

The people here, realizing the advantages, have constructed and brought to completion one of the greatest steamship docks in America. This dock is constructed in such a way as to practically form two gigantic docks, having more than six thousand feet of frontage, equipped with the latest and most up-to-date freight handling devices. The Port of Astoria Commission, under whose supervision these docks were constructed, have also undertaken the construction of a mammoth grain elevator which will be completed about May 1, 1916, at which time it is also hoped to have completed and in operation a line of river steam barges to ply between this port and the upper Columbia River towns. Astoria is also the home port of the Great Northern Pacific Steamship Company, which is operating from this point the palatial liners, "Great Northern" and "Northern Pacific," to San Francisco and Honolulu. This great steamship company embodies the energies of the Great Northern and Northern Pacific Railway, through their jointly owned railroad, the Spokane, Portland and Seattle Railway, whose terminal is also located on this harbor and who have constructed a great steamship dock and railway terminal yards at Warrenton-Flavel, which point, by the way, very properly comes under the head of Greater Astoria.

The Columbia harbor or what is known as the Port of Astoria, comprises an area of more than twenty square miles of anchorage ground, enough to float the navies and merchant marine of the world, with the advantage also of some fifteen miles of dock frontage

with more than one-third of this frontage already in use.

LUMBER.

The lumber industry adds millions of dollars to Astoria's wealth. There is more than twenty billion feet of standing timber in Clatsop County alone, and more than one hundred billion feet tributary to the mouth of the Columbia River. During the year 1915 Clatsop County's sawmills cut two hundred and thirty million nine hundred and ninety-one thousand under a pay-roll of approximately one and a half million dollars, and this, it must be remembered, was during what was known as a very dull year for the lumber business.

FISHING.

The fishing industry ranks high. Thousands of men are employed in this industry. The business has gained gigantic proportions, and the annual catch of the famous salmon runs into many millions of dollars. As a matter of fact Astoria is the home of the salmon canning industry, and it is estimated that the value of the fish taken from the Columbia River alone is estimated at between three and a half to five millions of dollars.

SHIP-BUILDING.

There is also under construction in Astoria a gigantic ship-building plant by the J. A. McEachern Company, of Seattle, who have at this time contracts enough to keep this yard running for the next fourteen months. The ship-building business promises to become one of Astoria's leading industries, rivaling in importance that of the lumber and fishing industries.

THE GREAT COLUMBIA RIVER JETTIES.

In those early days, a century ago, Astoria became the pay-port of the Pacific. At her docks there loaded

Packers of Royal Chinook Columbia River Salmon

UNION FISHERMAN'S COOPERATIVE PACKING CO.

ASTORIA, OREGON

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Astoria,
Oregon

Chicago,
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SUGGESTIONS FOR DELICIOUS
DISHES MADE WITH COLUMBIA
RIVER ROYAL CHINOOK SAL-
MON.

A Simple Breakfast Dish.

1. Put a can of Salmon into a sauce-pan and cover with boiling water, cook ten minutes, remove Salmon from can and drain off liquor into a separate dish. After separating the skin and bones from the Salmon, place in a hot dish and pour over and around the fish the following sauce: One cup of milk, two level tablespoonfuls of corn starch, the Salmon liquor, one level tablespoonful of butter, one egg well beaten, one-quarter teaspoonful of salt, pinch of pepper. Heat the milk to boiling, thicken with corn starch, add the butter, salt, pepper, Salmon liquor and egg. Serve at once.

Salmon Omelet.

2. Three eggs, three level tablespoonfuls of cream or milk, three pinches of paprika, one-fourth scant teaspoonful of salt, three-fourths cup minced Salmon. Separate yolks from whites of eggs. Mix in ordinary sized bowl yolks of eggs, cream, salt, pepper and a half-cup of Salmon. Fold in the stiffly beaten whites of eggs. Have a hot, clean omelet pan generously buttered, pour in the mixture. Spread it evenly over the top and allow it to cook; shake in the pan gently to prevent burning. When brown on the under side, place it in the oven a moment to dry on top. Remove, sprinkle over the top the remaining cup of Salmon, or more if desired, fold and turn out on hot platter. Garnish with lettuce. Serve immediately.

Salmon Cutlets.

3. One can of Salmon, one cupful of thick White Sauce (see Sauces), one tablespoonful of lemon juice, one egg. Pick over the Salmon and remove skin, bones and oil; mix the Salmon and lemon juice, then stir in the thick White Sauce. Turn out on plate to cool, divide in twelve portions and shape like cutlets. Beat the eggs slightly, roll cutlets in it, then cover thoroughly with fine bread crumbs. Fry in deep fat until brown. Garnish with parsley and serve.

Salmon Loaves.

4. Use one roll for each person; cut off the tops of the rolls, scoop out the crumbs, brush inside and outside with melted butter and put in a hot oven until they are a delicate brown. Make a creamed Salmon with chopped parsley and the whites of hard boiled eggs in it. Heat the cases, fill with the creamed Salmon, cover and serve.

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Epicure Kinney
White Star
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COLUMBIA RIVER
PACKERS
ASSOCIATION

ASTORIA, OREGON

NOTE—Take advantage of the Stopover you are entitled to on your Ticket and investigate ASTORIA. You are cordially invited to inspect our Canneries.

and unloaded full-rigged ships flying many different flags. Even then the town gave evidences of fulfilling the destiny which John Jacob Astor believed Astoria deserved.

But the growing popularity of steam-driven vessels of greater draft made the entrance to the river a menace. The mouth was seven miles wide between the heads, and the varying of the channel made navigation dangerous, and Astoria suffered in consequence for many years. It was still a popular Pacific Coast port, but as it was a dangerous one, San Francisco grew and Astoria was retarded in its development.

The problem at the mouth of the Columbia River of improving the entrance to Astoria's harbor, where once lay a formidable bar, has been accomplished by the construction of two gigantic jetties extending miles into the ocean, aided by the Government's largest dredger, "Chinook," and to-day at low tide there are thirty-seven feet of water at the entrance to the Columbia.

Early investigations indicate the fact that the minimum depths at the mouth of the river were from 18 to 21 feet, with intervals of time during which greater depths were manifested; however, there was no possible way of controlling them, thereby making it almost impossible for the mariner to calculate on channel depth in excess of 20 feet.

In 1882 the Board of Engineers met for the purpose

of considering some feasible project for increasing the depth to at least thirty feet, and decided in favor of the jetty. However, actual construction was not undertaken until 1885, and no noticeable change in the channel was observed until 1889. After that date rapid construction commenced and immediately channel conditions improved. The jetties were built by constructing a long open trestle from the mainland into the ocean, over which trains hauling rock were run and the rock dumped into the water below the trestle, at the rate of about four thousand tons daily. Millions of tons of rock have been utilized in this jetty construction. The approximate cost of this entire project, both jetty building and dredging, to date, is about twelve million dollars; not a large sum when the fact is taken into consideration of the service to be rendered to the inconceivable millions of dollars' worth of commerce waiting the utilization of this channel to the markets of the world.

A hundred years ago Astor saw it; in our generation James J. Hill saw it. To the one we owe the birth of the oldest port on the Pacific, and to the other a great share of the development which promises to make it the strongest port on the Pacific. The Government saw it and invested twenty million dollars in removing the one great obstacle to the growth of the port, and has at the same time opened the Columbia for five hundred miles and furnished a water route from Astoria to the heart of the Inland Empire.



One of the regular liners plying between Astoria and San Francisco.



The Spokane, Portland & Seattle R. R. Bridge at Vancouver, Wash.

THE COLUMBIA BASIN.

(Continued from Page 17.)

developments on the Columbia, which are taken to guarantee physical conditions enabling frequent and uninterrupted service of steamships here, the expectation is for a strong backward swing toward re-establishing this as the real flour manufacturing center of the entire Pacific Northwest.

In the Columbia Basin's exclusive trade territory statisticians figure that there is fully twenty times as much available agricultural land for the rural classes as may be found in the exclusive trade territory of the Puget Sound district. Whatever power the accommodation of the agriculturist and the home builder may exercise in the development of a sea-borne trade should be exercised in this proportion in favor of the Columbia River gateway. The territory that is called competitive, with equal rates between the Columbia Basin and Puget Sound, has most all of the remaining agricultural land of the entire Pacific Northwest and in striving for this business Portland and Astoria have an equal opportunity with their neighbor on the north.

Very rapid progress has been made in the industrial development of the Columbia region. In the manufacture of pulp and pulp paper the only great plants erected in the entire West have been located adjacent to the City of Portland. One of these companies is capitalized at \$13,000,000, is increasing its business constantly; and another is this year expanding, at an expense of \$750,000 for new equipment.

The only important furniture center west of Grand Rapids is found in the City of Portland where a trade is being built up that reaches all parts of the Pacific Coast and is now going offshore in growing quantity. Western Oregon and Western Washington are de-

clared the most ideal combination of climate, water and producing conditions for the woolen manufactures, having often been compared to the very favorable conditions found in Great Britain. In and around the Columbia Basin the only important woolen manufactories of the entire Northwest have been established and are growing.

Portland has already become the livestock center for the Pacific Northwest through the establishment of the great packing plant that is a branch of the Chicago packing interests. Owing to the enormous area of agricultural lands available for the growing of livestock, and the fact that all of Western Oregon and Washington are marvelous in the amount of green feeds furnished for the economical sustenance of livestock, the livestock business that now aggregates from \$18,000,000 to \$20,000,000 a year in the yards at Portland, is estimated upon a conservative basis to be sure of attaining from \$50,000,000 to \$70,000,000 a year within a decade or two.

This fertile basin is also the natural home for a great dairy industry. Many of the coast counties of Oregon and Washington furnish green feed to the dairy herd the year through, and all of the territory is good for green feed for at least nine or ten months. The richness of the soil and equable character of climate, with complete abundance of moisture falling frequently throughout the year, makes for a condition in dairying that has been pronounced by European experts superior to the natural conditions accorded Denmark, Holland and Belgium. These natural resources, instead of producing an annual value now of from \$19,000,000 to \$20,000,000, must double and perhaps triple in the offerings to commerce.

In bidding for that enormous trade which will move through the Panama Canal in coming years economic



Tillamook Head



The Beach at Seaside, Oregon

conditions are emphasized in the matter of distance in serving northwestern commerce, which they think is important. When a vessel coming from Panama direction reaches the buoy just off the mouth of the Columbia River it is 9 nautical miles from Astoria and 259 nautical miles from Seattle. Business men believe that when they can give quick despatch for such craft as want to enter the river to come to this city and get their cargo, that they are going to be placed in a most important position on account of the shorter distance in securing a good share of water-borne trade in taking this route.

The Columbia Basin has just awakened to the value of the intense scenic charm possessed in the rugged mountain districts and thickly forested areas of this region. While the local residents have been accustomed to enjoy the opportunity of a visit to a deep ice crevasse within the perpetual snowbounds of the high peaks during the hottest months of the summer, in a trip of but very few hours, it is just being recognized that the tourist of the world had not been given the opportunity to know this nor had the way to reach such scenic attractions been made sufficiently easy to entice the globe trotter. A system of highway construction has commenced that is calculated to open the rare retreats of the Columbia Basin to all visitors.

Perhaps the most important unit of this system that will ever be built is known as the Columbia River Highway, which leads from Portland along the south bank of the Columbia River through the gorge made by the mighty stream in the Cascade Mountains. This highway, which is paved for nearly a hundred miles and graded for the most convenient

automobile traveling, although opened for but one year, is commanding the highest praise of those who have seen the world's finest scenery. The magnificent views of the Columbia River, the innumerable waterfalls tumbling from the high rocks to the level of the stream, the mountain peaks in the immediate background—some capped with eternal snow—the dense forests, deep canyon cuts in the rock formation, and a vast diversity of scenery, is found that promises to live as an international attraction.

Another section of this highway is being constructed from Portland to Astoria, a distance of 110 miles. This passes in some sections through the heaviest Douglas fir forests known to the Pacific Northwest. These forests have towering trees, where massive trunks are straight as an arrow and sometimes found of 150 feet in height before the first limb is reached, and so dense that a maximum of above 500,000 feet of commercial timber is found on a single acre.

In Southern Oregon the National Government is constructing a first-class highway to the incomparable Crater Lake, probably the gem of all mountain scenery of the country. Also work has begun on the construction of highways to the famous Josephine County caves, and to sections of the Oregon coast where the beauties of Nature are revealed in a form that is found perhaps in no other part of the world.

Facilities have been provided whereby the tourist may reach Mt. Hood, near Portland, and ascend to the summit of this stately peak, where the elevation is 11,225 feet. The climb of Mt. Hood has become a great sport for the hardy tourist who desires one of the most commanding views that is to be found on the continent.

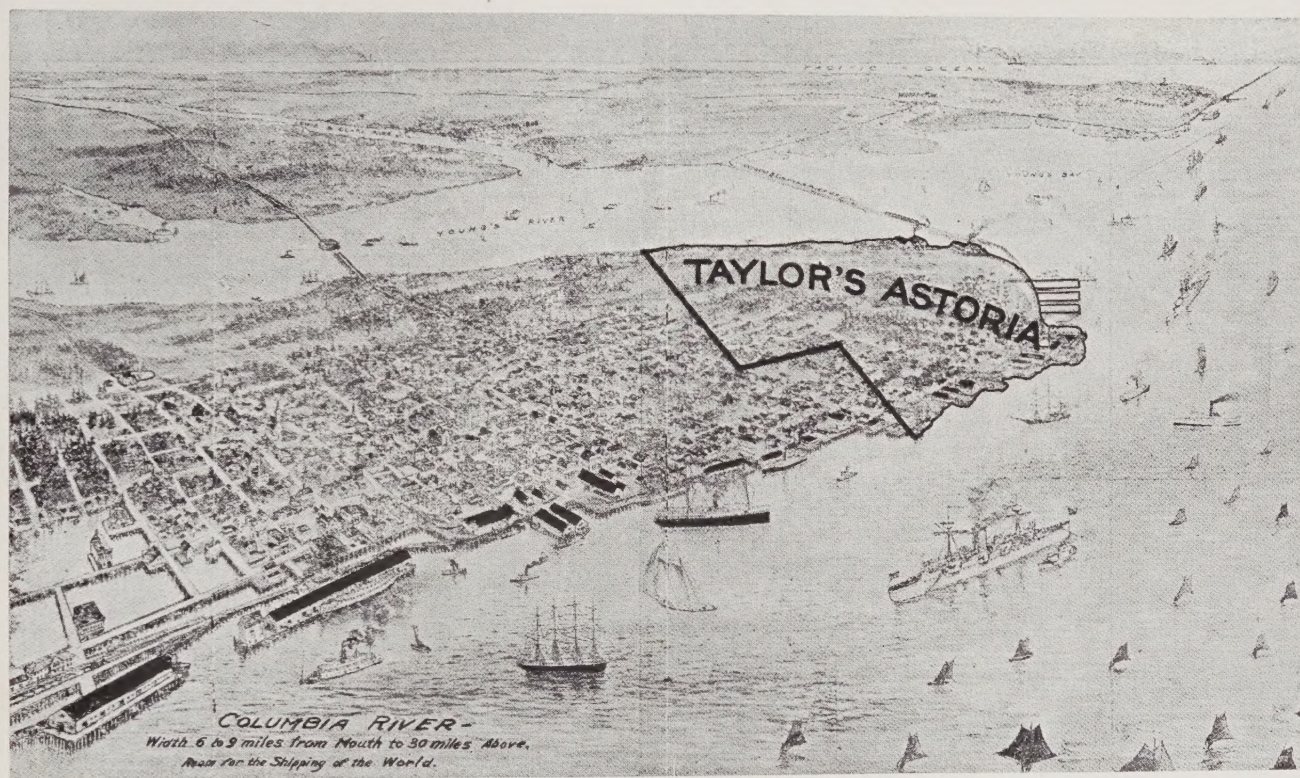
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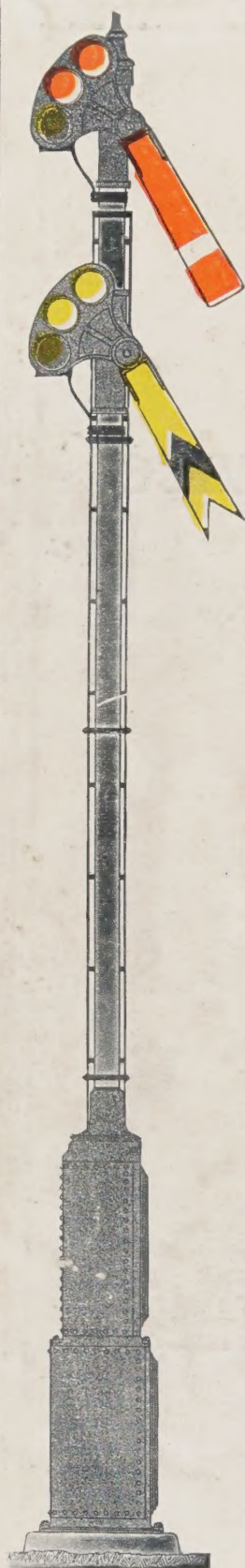
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